



September 29, 2009

Fauquier County Board of Supervisors  
10 Hotel Street, Suite 208  
Warrenton, VA. 20186

RE: Request to Amend the Zoning Proffers for Vint Hill

Dear Chairman Trumbo and Supervisors:

#### PURPOSE

The purpose of this letter is to formally request an Amendment to the Vint Hill Rezoning Proffers as they relate to the Vint Hill Concept Development Plan (CDP). This amendment is imperative to correct an oversight concerning traffic flow and road connectivity in the immediate area surrounding Vint Hill.

#### HISTORY

The Fauquier County Board of Supervisors (BOS) approved the Rezoning of the Vint Hill Property (Property) owned by the Vint Hill Economic Development Authority (VHEDA) in December of 1999. The Rezoning contains a CDP that shows the major proffered roads within the Property. In particular, an existing road known as Finch Lane is shown at the southern boundary of the Property on the CDP. However the CPD, as approved, fails to show a connection to Finch Lane.

Finch Lane has been in existence as a State road since before the U.S. Army conveyed the Property to the VHEDA. The U.S. Army allowed local civilian traffic to pass through the former base via Finch Lane and Kennedy Rd. Finch Lane has and continues to provide the public with a vital connection to and through Vint Hill with connection points to U.S. Routes 29, 15, 211 and State Routes 215, 657, 602, and 605. Importantly, Finch Lane is the primary entrance to Vint Hill for most of Fauquier County.

#### DILEMMA

According to the proffered CDP, the connection point to Finch Lane does not exist. However, it does in fact physically exist. If the CDP were to be enforced as shown, the current connection to Finch Lane would need to be removed. Removal of this connection would make little sense as it would severely impact traffic flow on Vint Hill and the neighboring community. Closing this connection would force traffic through longer routes internal to Vint Hill. Emergency response times to Greenville Elementary and Kettle Run High schools would also be impacted by this road closing.

## INTENT

The VHEDA requests that the BOS approve an amendment to the proffered CDP in order to keep Finch Lane open for public safety and welfare and other stated reasons. The amendment would not alter the approved land uses or density for the Property. The VHEDA shall commit to upgrading Finch Lane to VDOT standards no later than the issuance of the final occupancy permits for new building construction square footage in excess of 200,000 S.F. of FAR in Land Bay V. VHEDA upgrades to Finch Lane shall occur from the end of the State maintained portion of Finch Lane to the intersection of Kennedy Road as shown on the attached amended CDP Exhibit.

## JUSTIFICATION

1. Finch Lane has been and continues to be a VDOT maintained road that the public uses everyday to access points north and south of Vint Hill such as new schools located on Rogues Road.
2. The CDP shows Finch Lane connecting to Rogues Road.
3. There is no Proffer stipulating that the Finch Lane connection through Vint Hill is to be closed.
4. Analysis of the connection by VHEDA traffic consultant PHR+A, 3-16-09, reached a conclusion that the existing intersection of Rogues and Finch works properly now and with future conditions as Vint Hill develops.
5. Emergency response times to Greenville Elementary and Kettle Run High schools would be adversely impacted by eliminating the connection through Vint Hill to Finch Lane.
6. The use of Finch Lane improves traffic circulation and options for the surrounding area. Discontinuation would adversely impact the local flow of traffic.
7. The Finch Lane connection provides for a link between Rogues Road and the future Brookside PKWY as reflected in the New Baltimore Service District Comprehensive Plan.

## CONCLUSION

The VHEDA seeks to amend the CDP and Rezoning Proffers to simply incorporate the existing connection from Finch Lane to the Property. The VHEDA respectfully requests the BOS to approve this request on its next regularly scheduled Agenda in order to maintain public safety and the welfare of the surrounding community.

Respectfully submitted for your consideration,



Richard H. Reiss

Vint Hill Economic Development Authority



Year	Total	Debtors	100 Days	Financing	Ratio
1970	28.1	13.3	14.8	100	1.00
1971	28.1	13.3	14.8	100	1.00
1972	28.1	13.3	14.8	100	1.00
1973	28.1	13.3	14.8	100	1.00
1974	28.1	13.3	14.8	100	1.00
1975	28.1	13.3	14.8	100	1.00
1976	28.1	13.3	14.8	100	1.00
1977	28.1	13.3	14.8	100	1.00
1978	28.1	13.3	14.8	100	1.00
1979	28.1	13.3	14.8	100	1.00
1980	28.1	13.3	14.8	100	1.00
1981	28.1	13.3	14.8	100	1.00
1982	28.1	13.3	14.8	100	1.00
1983	28.1	13.3	14.8	100	1.00
1984	28.1	13.3	14.8	100	1.00
1985	28.1	13.3	14.8	100	1.00
1986	28.1	13.3	14.8	100	1.00
1987	28.1	13.3	14.8	100	1.00
1988	28.1	13.3	14.8	100	1.00
1989	28.1	13.3	14.8	100	1.00
1990	28.1	13.3	14.8	100	1.00
1991	28.1	13.3	14.8	100	1.00
1992	28.1	13.3	14.8	100	1.00
1993	28.1	13.3	14.8	100	1.00
1994	28.1	13.3	14.8	100	1.00
1995	28.1	13.3	14.8	100	1.00
1996	28.1	13.3	14.8	100	1.00
1997	28.1	13.3	14.8	100	1.00
1998	28.1	13.3	14.8	100	1.00
1999	28.1	13.3	14.8	100	1.00
2000	28.1	13.3	14.8	100	1.00
2001	28.1	13.3	14.8	100	1.00
2002	28.1	13.3	14.8	100	1.00
2003	28.1	13.3	14.8	100	1.00
2004	28.1	13.3	14.8	100	1.00
2005	28.1	13.3	14.8	100	1.00
2006	28.1	13.3	14.8	100	1.00
2007	28.1	13.3	14.8	100	1.00
2008	28.1	13.3	14.8	100	1.00
2009	28.1	13.3	14.8	100	1.00
2010	28.1	13.3	14.8	100	1.00
2011	28.1	13.3	14.8	100	1.00
2012	28.1	13.3	14.8	100	1.00
2013	28.1	13.3	14.8	100	1.00
2014	28.1	13.3	14.8	100	1.00
2015	28.1	13.3	14.8	100	1.00
2016	28.1	13.3	14.8	100	1.00
2017	28.1	13.3	14.8	100	1.00
2018	28.1	13.3	14.8	100	1.00
2019	28.1	13.3	14.8	100	1.00
2020	28.1	13.3	14.8	100	1.00
2021	28.1	13.3	14.8	100	1.00
2022	28.1	13.3	14.8	100	1.00
2023	28.1	13.3	14.8	100	1.00
2024	28.1	13.3	14.8	100	1.00
2025	28.1	13.3	14.8	100	1.00
2026	28.1	13.3	14.8	100	1.00
2027	28.1	13.3	14.8	100	1.00
2028	28.1	13.3	14.8	100	1.00
2029	28.1	13.3	14.8	100	1.00
2030	28.1	13.3	14.8	100	1.00

[illegible]

CONCEPT DEVELOPMENT PLAN  
THE UNITED STATES OF AMERICA  
VINT HILL FARMS ECONOMIC  
DEVELOPMENT AUTHORITY  
PATTON HARRIS HUNT & ASSOCIATES  
DESIGN AND CONSULTING ENGINEERS  
1000 SHAW STREET, SUITE 100, ST. LOUIS, MISSOURI 63101

LAND BAY  
PLAN

NY GR. 50' R/W BROADWAY SECTION WITH CURVE; PARALLEL

CPD: 2

TRAFFIC: ROAD SECTION WITH OPTIONAL 3% MEDIAN AND TURN LANES  
(CLASS 'D', DESIGN SPEED 45 MPH)

417-62 2181.8000